



roads and trails

The roads and trails of Barrington Hills are an integral part of daily life and of the countryside environment. They serve six basic functions:

1. They accommodate the employment, shopping, and other travel needs of local residents.
2. They accommodate travel between origins and destinations outside the community; in fact, the majority of traffic in the Village is non-local traffic.
3. They accommodate the delivery of goods and services including life safety such as police, fire and emergency medical services.
4. They accommodate recreational activity; i.e., bicycling, hiking, horseback riding, and cross-country skiing.
5. They contribute visually to the countryside setting.
6. They unify the community through the connection of people and places, for example, in equestrian activities.

Existing Travel Patterns

Local traffic generation is light in relationship to the capacity of roadways in the Village. The direction of travel to employment, shopping, and other activities is generally east to southeast. Residents are comfortable with the two-lane, undulating roads of Barrington Hills. They are accustomed to the discontinuity of many local roads and the additional time required to travel to distant places.

Most traffic utilizing highways and roads in Barrington Hills is non-local, and is increasing as nearby municipalities grow and change. Motorists are likely to use the state highways that pass through Barrington Hills, because other routes are congested or yet to be constructed. Whereas other options may be considered, the Village continues to oppose future road scenarios that include a bypass through the Village. Such a system would severely disrupt the semi-rural countryside character and ecology of the Village.

In 2003, IDOT statistics revealed that approximately 36,000 vehicles per day passed through the community in a northwest-southeast travel corridor; 20,000 vehicles per day in an east-west corridor; and 20,000 vehicles per day in a north-south corridor. By 2020 these figures may grow to 40,000, 69,000, and 36,000 vehicles per day, respectively.

Problems resulting from such trends are already evident. Increased traffic volumes in the Barrington Hills area over the past ten years have been dramatic. The three greatest increases were experienced on Barrington, Lake-Cook, and Algonquin Roads.



Problems are also evident in traffic safety records. Traffic accidents (crashes) have increased from approximately 450 in 1990 to 483 in 2004. It should be noted that the year 2004 figure does reflect a 22% decrease from the 580 total accidents reported on 2003. Most of the reported accidents are located along Algonquin Road/Illinois Route 62. Secondary clusters of accidents have occurred along Illinois Route 59, Lake-Cook Road, Illinois Route 68, and Illinois Route 25. Of the 483 total accidents in 2004, these five (5) roads accounted for approximately 68% of all reported accidents within the Village.

Accidents are distributed throughout the day and night, but they tend to occur more often in the late afternoon and early evening. The primary cause is speeding. Normal hazards are complicated by an estimated 1,500 gravel truck trips on Illinois Route 62 daily.

Roadway Functions and Improvements

A system of roadways capable of accommodating traffic needs in the Barrington Hills area should reflect these basic principles:

1. Peripheral traffic should be routed on improved regional highways, including Illinois Route 53 and Quentin Road on the east, Illinois Route 22 on the north, Higgins Road on the south, and Randall Road west of the Fox River.
2. All roadways within and adjacent to Barrington Hills should provide designated functions as a part of a network which is coordinated by agencies.
3. Strategic Regional Arterials (SRA) should permit the continuation of intersecting local service roads with grade separation and dedicated lanes for turning movements.
4. Internal roadways should be improved for traffic safety purposes, but not for the purpose of increased speed capacity.
5. Traffic control and law enforcement will require interagency assistance as volume increases.

Roadway functions shall be similar to those contained in the BACOG Comprehensive Plan. They are:

Expressways – to accommodate long-distance, high-speed traffic beyond the BACOG area; examples:

- Northwest Tollway (I-90)
- Illinois Route 53

Arterials – to accommodate medium distance through traffic beyond individual villages; examples:

- | | |
|---------------------------------------|------------------------------------|
| ● Illinois Route 22 | ● Illinois Route 72 (Higgins Road) |
| ● Illinois Route 25 | ● Lake-Cook Road |
| ● Illinois Route 59 (New Sutton Road) | ● Quentin Road |
| ● Illinois Route 62 (Algonquin Road) | ● U. S. 14 (Northwest Highway) |



Collectors – to accommodate relatively high volumes of local and non-local traffic over short to medium distances at slower speeds; examples:

- *Barrington Road*
- *Ela Road*
- *Illinois Route 68 (Dundee Road)*
- *New Hart Road*
- *Palatine Road*

Local/Service Roads – to accommodate local traffic between minor access roads and area service roads; examples:

- | | |
|-----------------------------|----------------------------|
| ● <i>Bartlett Road</i> | ● <i>Merri-Oaks Road</i> |
| ● <i>Bateman Road</i> | ● <i>Old Sutton Road</i> |
| ● <i>Braeburn Road</i> | ● <i>Otis Road</i> |
| ● <i>Brinker Road</i> | ● <i>Penny Road</i> |
| ● <i>Donlea Road</i> | ● <i>Plum Tree Road</i> |
| ● <i>Dundee Lane</i> | ● <i>Ridge Road</i> |
| ● <i>Haeger's Bend Road</i> | ● <i>River Road</i> |
| ● <i>Healy Road</i> | ● <i>Spring Creek Road</i> |
| ● <i>Meadow Hill Road</i> | ● <i>Sutton Road</i> |

Continued transportation planning and traffic engineering is essential. To the extent feasible, it will be effective for the Village of Barrington Hills to carry out such activities in coordination with BACOG and the appropriate State, County, and Township Highway Departments.

It should also be noted that Barrington Hills has a road program that, among other things, identifies road construction and maintenance issues. The village is currently reviewing the proposed 10-year road program for 2006 through 2015.



Scenic Roadways

In Barrington Hills, the environmental character of public roadways is as critical as their traffic-carrying capability. In certain areas, the scenic roadside character may be of first priority. Barrington Hills owes much of its beauty to what lies within 100 feet of the roadway pavement. It is essential, therefore, that care and attention be given to these assets.

In 1971, as background for the BACOG Comprehensive Plan, a detailed inventory of roadway visual characteristics was conducted. Each segment of roadway was classified in accordance with its "response to the environment" and its "adaptability to improvement." An analysis was conducted for the Village of Barrington Hills in 1977 and has served as a reference ever since.

As a result, the Village should continue to consider the roadway environment and corridor character in the planning and execution of all roadway and subdivision improvements and maintenance. Furthermore, the Village should enter into agreements with the Illinois Department of Transportation and the various county highway departments to implement environmentally sensitive design standards for highways and roads as presently enjoyed in Barrington Hills. These standards would deal with such features as grades and curves, pavement widths, landscaping, vistas, noise control, drainage, signs, lighting, and maintenance. The Village formulates and implements a roadway maintenance program and in the process should encourage the planting of native trees and plant materials.

In line with the Village's approach to individual responsibility and participation, and in lieu of regulatory responses, the Village may campaign for and accept the dedication of scenic easements along public and private roads as a means of protecting the landscape features which contribute to the countryside character and the view from the road. The Village is pursuing tools to designate scenic roadways for preservation of existing scenic character.

Noise Control

Noise generated by vehicular traffic intrudes on the countryside. This problem is recognized by the IDOT which prepares a noise impact analysis for State roadway improvement projects. In those situations where local municipalities have carried out their responsibility to control land use in relation to roadways, usually by setback regulations, IDOT will refine the design of a roadway improvement to include noise control features such as landscape berms.

Therefore, it is recommended that the Village continue to establish noise control setback lines along all State roadways, regional highways, and area service roads in coordination with IDOT noise impact data. Given the inordinate volume of truck traffic with its associated noise, consideration should be directed to implement physical features to provide long-term mitigation. Earthen berms and landscaping, which are consistent with the prevailing community character, should be encouraged.



Lighting

Light pollution is a broad term typically associated with three major areas of potential concern. These include *light trespass*, *glare*, and *urban sky glow*. A few of the more minor but related problems consist of confusion caused by light sources, adverse aesthetic effects caused by clutter, energy waste, and general annoyance. All of these problems can have adverse effects not only on the general public, animals, and vegetation, but also can affect the safety of driving motorists.

Besides light pollution, the installation of roadway lighting has several other negative side effects which can be loosely associated with environmental impacts. These include color of the lighting sources used, visual intrusion associated with the lighting structures, and the roadside hazards the structures impose on the highways.

In order to minimize the negative impacts associated with roadway lighting and assure a safe transportation network, it is recommended that the Village discourage the excessive over-lighting of the existing and planned transportation network. Roadway lighting should not only be designed to be energy efficient, but should provide for direction and intensity control. In most applications, the minimum amount of lighting necessary to assure adequate safety should be used. Common practices include the use of pavement markings and reflection obstruction markers with a lighting scheme in order to accomplish a “less is more” strategy and to fulfill the safety need of the motoring public while permitting the flourishing landscape backdrop of the roadway.

Trails and Pathways

Nonmotorized transportation continues to be an integral part of the character of Barrington Hills. Bicycling, hiking, horseback riding, and cross-country skiing are enjoyed by many residents over the course of the year, taking advantage of the scenic qualities and the open space throughout the community.

Since the release in 1978 of the BACOG bikeway system report, the Barrington area has considered ways to link activity centers by another and more pleasant means than the automobile. Recently IDOT has incorporated a bike path with its improvement of Algonquin Road, linking Crabtree Nature Center and the points eastward. Similar linkages have been proposed toward the Village of Barrington and outwardly in County transportation plans.

An even more extensive and popular system of trails is that which currently exists for horseback riding. This system radiates from the Barrington Countryside Park District Riding Center, located on Bateman Road, and includes about 210 miles of trails through public Forest Preserve and over private property as designated by license, easement, or other form of agreement from the property owner. These equestrian trails are mapped and maintained by the Riding Club of Barrington Hills, a function they have continuously provided since 1937. A map that generally outlines the known equestrian trail network that exists within the Village is provided in the Appendix of this document. The network includes both public and private trails.



With such indigenous information the Village has examined the use of trails during the subdivision process and property owners have preserved their existence by recording equestrian easements on the plats.

Equestrian activity is not a recent phenomenon to Barrington Hills or to the countryside area of the Village of Barrington. Since before World War I, equestrian farmers supplied the region with carriage or riding horses, and their names survive today in such roads as Otis, Buckley, and Hart. Similar support existed when in 1994 the Riding Club of Barrington Hills conducted a survey of residents, over 90% of who responded that equestrian activity is an important part of the community character. Such sentiment is borne out that since 1957 the Village has issued more building permits for stables for personal use than tennis courts, swimming pools, or other outdoor recreational structures. It is often been said that on horseback one can appreciate the environmental character of Barrington Hills, one tree at a time.

Establishment of the Equestrian Commission

In June of 2005, the Village of Barrington Hills established the Equestrian Commission with the following purpose: "...to protect the public health and welfare of residents of the Village and to provide expertise in the area of equestrian activities with the Village to the Village Board, various Village committees and Village staff."

Enjoyment of the trails on public land has been possible in a large part by the limited number of users, the seasonal nature of the use, and a common respect of the environment, even to the extent of voluntarily avoiding those areas too fragile or sensitive for recreational incursions. The Village should support the continuation of this practice of self-regulation. The gentle use of the landscape for equestrian activities, and the public and individual environmental ethic that sustains sensitive conservation of the lands supporting those equestrian activities, are conditions which go hand-in-hand with the protection of the character and value of the place and the community of Barrington Hills.

A quantitative understanding of the natural environment within which these trails are used may provide direction and guidance for the future. Given the relatively vast holdings of public land, intricate drainageways, and scenic roadways, the Village and other governmental entities would benefit from an inventory upon which certain agreed strategies of trail usage and land management could be based. In order to further advance Village goals and policies related to the advancement and preservation of equestrian activities, Barrington Hills formed the Equestrian Commission. As the Village existing equestrian trail network continues to expand in the Village and relevant issues related to the impacts of development on the Village's equestrian character must be dealt with, the Commission will be called upon to provide insight and recommendations to the community and Village officials.

It is recommended that this system of trails and pathways be preserved, enhanced and extended, and that it remain a permanent asset of the community. The Village should participate in this process by requiring that all subdivision developers maintain and enhance existing equestrian trails on their properties. In cases where no trails exist, developers can be required, in consultation with the Equestrian Commission and the Equestrian Ordinance, to establish them. It is the Village's policy to encourage private and public efforts to expand the system in a safe and sensitive manner.